

SEES GROWTH OF EUGENIC MATING

EXPERT TELLS CHARITIES MEET
IDEA WILL MAKE FOR
BETTER RACE

Declares 10 Per Cent of Population of
U. S. Mentally Defective.

Ten per cent of the present population of the United States is mentally defective and these feeble minded persons constitute a grave danger, Dr. Martin W. Barr of the Pennsylvania Training School for Feeble Minded Children at Elwyn, Pa., told the

never be eliminated from a strain he said, but it can be usually suppressed.

"Much of the feeble minded among the lower classes may be traced to the well meaning but misdirected efforts of many charitable homes and societies, who caring for children until they reach the emotional age of 18 or less, turn them adrift when they most need protection and direction," he said.

"At this most critical period when the feeble minded are succumbing readily to suggestions of good or evil—usually the latter—both sexes make the most of a newly acquired freedom, and eager for excitement, with the sexual fires adame, they soon, in drifting to the bad, find their mates in connections licit or illicit as chance may provide, and reproduce their kind.

"Earning a scanty living wage—if any one at all—with none of the real comforts of life, is it surprising that the majority of the offspring of such conditions should be defective?

"In this country of cause and effect one cannot fail to recognize the necessity for the enforcement of measures which experience has demonstrated as absolutely needful steps toward prevention, viz., the separation, sequestration and asexualization of the feeble minded; and further revision of marriage laws forbidding increase.

"Separation protects society from contamination and the defective from a world where, brought into competition with normal people, be it in the home, in school or in business circles, he is forever misunderstood and driven backward.

"Separation, first, of normal from backward children, in the schools, and the massing in classes of those of similar mental capacity; second, the segregation in institutions of those proven defective, that they may be trained in occupations proven possible for them—industrial, manual or intellectual—such as farm and house work, shoemaking, carpentry, dressmaking, painting or printing; in these aiding, also, in the living expenses of their community.

"In order to effectually accomplish this, the sequestration must be permanent; otherwise the trained imbecile is a greater menace to society than is the untrained, in that with latent powers and talents developed to the point of concealing defect, he is no longer recognized, and has opened to him a larger field for the indulgence of instincts—be they criminal or merely emotional.

"Training schools for defectives, without the protection of permanent sequestration, find themselves twice defeated in their aim; not only that of prevention increase, and of lessening crime, but in the loss of trained laborers aiding in self support and in the care of the helpless. For this evil, legislation offers no remedy, no state in the union providing for indeterminate sequestration.

"Why might not the government set aside a reservation for such? Surely they are as deserving as the Indian or the negro; and such provision would be far more reasonable and economical than penitentiaries, for which there would then be no need.

"The separation, segregation and asexualization of the unfit in one generation, must in the nature of things bring a two fold blessing, not only reducing numbers in one, but raising and accentuating the standards of successive generations.

"With such division of classes presenting a permanent object lesson of fit and unfit, the question with each individual being simply—"to which shall my descendants belong?" eugenic marriage will, as the outgrowth of such civilization become a natural custom with all, as it is now with a few, needing no law to enforce it."

Very Polite.

Little Ellen who was looking at the baby of a friend of her mother's wished to say something very complimentary, so she asked in polite tones:

"How old is your baby?"

"Eight weeks replied the young mother proudly.

"Is that so?" responded Ellen; "she does not show her age."

Angus McKay of Russell Creek, W. Va., has been a justice of the Peace at that place for ten years, yet he presided over his first case only recently, and that came as a result of a change of venue. In the town of Mohler the first lawsuit tried there in eight years was held recently, and that also on a change of venue.

GERMAN SOLDIERS GATHERING FUEL TO HEAT TRENCHES IN WINTER CAMPAIGN



GERMAN SOLDIERS IN FORESTS OF NORTHERN FRANCE GATHERING LUMBER FOR FUEL TO HEAT

As the fierce blasts of winter approach, the brave soldier in the trenches must necessarily make provisions for the little comfort he can get out of the cruel war. The German soldiers in the forest of Northern France are shown gathering warmth for themselves in their dugouts during the winter campaign ahead.

SMALL SUMS AID DEPOSITS TO GROW

TRIFLING AMOUNTS LAID BY
SOON SEND UP SAVINGS PUT
AWAY IN BANKS

Thrift Consists in Attention to Detail
Declare Bankers

"While waiting for the great chance do not neglect the regular chores."

So many people are looking for a "big strike," a great opportunity, a great streak of luck, they fail to see in the daily walks of life many little chances, the little streaks of luck, and the little strikes, which if persistently followed would lead to greater and more lasting achievements than the one great coup.

Michael Angelo observed that trifles make perfection and perfection is no trifle. Success comes from attention to detail; thought for little things; doing little things so well that out of the many little things well done is sure to come one great thing—character.

A great painting is but the result of many little strokes; the great statue, many little chips; the great building, many little bricks put together with care and precision, with the end always in mind. While the artist sees a finished picture in every stroke, the sculptor a finished image in every chip, and the architect a completed building in every line, each stroke and each chip and each line must count or the end will be a disappointment.

No man jumps into success at one leap. No great invention has been a sudden thing. The Wrights worked on flying machines years before they flew. Henry Ford was a mechanic before he was an automobile wizard. He did not dream a Ford car; he worked it out. And it took years.

It is all very well to keep your head up, but watch your step or you will stumble. Look out to sea once in a while, but mind the compass near at hand. Aim at the moon if you will, but there's a barn door handy by to practice on. Dream big things, but try your hand at little ones first.

The man who wears expensive clothes, a high hat, a diamond as big as a hen's egg and a watch chain that would do honor to a battleship may look prosperous and cut a wide swathe but if he neglects the razor, the nail file and the tooth brush, he can't break into good society, nor make a good impression at his bank. The banker wants consistency—attention to little things.

In the effort to get rich (and who doesn't aspire to wealth) it is better to lay a foundation, as the mason lays bricks, saving little by little, laying by each week or each month a few dollars which, when they get together in the bank, will form the foundation for a great structure when the time comes to build. Your bank account will get you more than you may appreciate and carry you a long way on life's journey. Mark the man with a bank book—how easy it is for him to get credit!

You can own a home in some places if you have saved \$100; but you borrow trouble if you do it that way. Better save \$500 first; for the proposition of paying \$25 a month, \$20 of which is interest, will not get you very far in a year. Better stick to little chores until you get enough financial strength to undertake a big one.

Thrift in the last analysis consists in attention to detail; in doing the little things so well that by the time the big thing comes your way, the habit of saving and thoroughness will have been so fixed that the big chance will be well done too. While you wait for the big chance do not neglect your regular chores.—American Bankers Association.

GETS RARE MAHOGANY TABLE

Work of Philipinos that Has Been Exhibited in United States.

A magnificent table of solid mahogany has been received by S. M. Bickert, president of a Kalamazoo manufacturing company. It is six feet in diameter and one and one-half inches thick. It was cut from a single piece of mahogany.

The table is the property of Gen. Harry H. Bandholz, who acquired it while in the Philippines. It was sent to the United States and has been on display at several expositions.

The wood was cut and the top handwrought and polished by Filipino laborers. The wood for the top was cut from a "boll," a peculiar enlargement of the tree trunk near its base. The top weighs 350 pounds.

Didn't Develop

"Could I interest you in a little scheme to—?" began the persuasive caller.

"My dear sir," replied the busy man at the desk. "Time was when I could be easily interested in almost any little scheme but all I ever tackled seemed to suffer from the same complaint."

"And what was that?"

"Retarded growth."

Twenty-One Years' Labor

What all florists have longed for, a white canna, has at last materialized. Countless imitators of Burbank have been striving for a long time to get a canna in whose petals would be no trace of the characteristic red or yellow or any other color than that of snow. One has succeeded after twenty years of effort. He is Antonio Wintzer and his laboratory is a 20 acre plot on top of a hill near West Grove, Pa.

In these 20 years he has produced something more than 60,000 varieties of cannas.

Some 5,000 of these he has nurtured and propagated until they became distinct varieties. He has taken cannas with green leaves and turned the foliage to bronze. He has worked over plants with small, undeveloped blossoms and made them produce flowers as big as your hat.

He has changed orange to yellow, and red to pink. He has deepened the shades of some, and faded the colors of others. All these years he has pursued that floral "will-o'-the-wisp," the white canna.

Time and again he thought he had it. A vigorous plant would blossom forth in flowers which to all practical purposes were white. But they didn't satisfy this grower. Perhaps they had a yellow tinge at the base or the petal. Perhaps there was a dull sheen visible only to the eye of the florist. The grower threw them all away and started over again.

He's found it now. He's got a canna which blossoms as white as the driven snow, as pure as alabaster.

On a table under his roof of glass Wintzer has a group of cannas of about a dozen different varieties. They comprise the work which he has mapped out for himself this year.

Here is the new white canna, the product of his twenty years of labor. Here is a brilliant red canna, named Firebird, a recent discovery, the leaves of which show a tendency to rust. Wintzer is trying to improve the foliage.

Here is a new canna of pure yellow, which Wintzer produced from the buttercup, a variety which he originated 17 years ago.

Here Wintzer will show you how he works. He rubs the pollen from the flower and transfers it to another. Then he takes the seed produced by the second plant, puts it through a process, which causes it to germinate rapidly and sows it in the greenhouse. As soon as the tiny shoots appear above the earth they are put in small pots, where they remain until danger of frost is past, and then they are transplanted out of doors.

"TELL MARINES," IS OF KINGLY ORIGIN

Expression Had its Beginning When Ruler Was Told of Flying Fish

Listen! If you "tell it to the marines" be quite sure you have it right, for that warring amphibian is not the credulous personage you have always supposed him to be.

United States marine corps officers have traced the famous saying "Tell it to the marines," to none other than our old friend Samuel Pepys of the diary renown, the original "first night," who tells us that the saying had origin with Charles II. the merry monarch of England.

"It so befell," the story goes, "that his light hearted majesty with an exceedingly bored expression on his swarthy face was walking in the shade with the ingenious Mr. Pepys, secretary of the admiralty."

"I had speech yesterday at Deptford," said Mr. Pepys, "with the captain of the Defiance, who hath but lately returned from the Indies, and who told me the two most wonderful things that ever I think I did hear in my life."

Among the stories told were the fish flying in the air.

"Fish flying in the air," exclaimed his majesty. "Ha, ha, a quaint conceit, which 'twere too good to spoil w' keeping. What sir?" (he turned and beckoned the Colonel, Sir William Killigrew of the newly raised maritime regiment on foot, who was following, in close conversation with the Duke of York), "we would discourse with you on a matter touching your element. What say you, colonel, to a man who swears he hath seen fishes flying in the air?"

"I should say, sire," returned the sea soldier, simply, "that the man hath sailed in southern seas. For when your majesty's business carried me higher of late I did frequently observe more flying fish in one hour than the hairs on my head in number."

Old Rowley glanced narrowly at the colonel's frank weather beaten face. Then, with a laugh he turned to the secretary and said:

"Mr. Pepys, from the very nature of their calling no class of our subjects can have so wide a knowledge of seas and lands as the officers and men of our royal maritime regiment. Henceforth, whenever we cast doubt upon a tale that lacketh likelihood, we will tell it to the marines—if they believe it, it is safe to say it is true."

LEFT HANDED WATCH IS LATEST

Jeweler Now Thinks There is Demand for Such Timepieces

Are left handed people inconvenienced by the right handed movement of clocks and watches? One Kalamazoo jeweler thinks so. His daughter complained that left handed people were not considered by the right-handed majority, so he made her a watch in which the movement of the hands is the reverse of the ordinary. Other people of like orientation were so pleased with this concession to their peculiarity that they demanded watches of like construction. Now the Kalamazoo man is thinking of going into the business of making watches and clocks that travel backward on a scale to supply all the left handed people in the country.

Why He Left

The retiring minister of a small church in New Jersey took leave of his congregation in the following words:

"Beloved brethren! If I were to say that our parting grieved me greatly I should be perverting the truth. I am enabled to say good-by to you with tolerable composure, for two reasons. You do not love me and you do not love one another. If you loved me you would have paid my salary more regularly. If you loved one another, I should have officiated at more weddings among you."

He was not pressed to remain.

COLLAPSIBLE BOX FOR MAIL SHIPMENTS O. K'D

Broadens Postal Service, Hence Railway Clerks Endorse It—Patented by Its Inventors

Letters of patent have been issued to two Grand Rapids, Mich., inventors covering the basic construction and details of a collapsible box or case which trained postal service men believe will greatly broaden the scope of the mail system and simplify and increase the capacity of the average railway postal car.

The idea grew out of a realization that there was a great field in the mail service for a collapsible case which would be simple enough and strong enough to stand hard knocks without getting out of order. It was also realized that the weakness of the postal system lies in its difficulty in handling fragile parcels. The two men went about the work determined that there should be no loose parts to be lost and designed the first box on dimensions suitable for railway postal car practice.

The box is made of fiber and steel and collapses automatically when the bottom is turned in. When collapsed twelve of the boxes occupy a space twelve inches in height. When open, three of them fit the inside width of a standard mail car and nine are designed for each car. These boxes it is claimed will effectually protect fragile stuff. They are almost break proof when set up and tests have shown a heavily loaded truck may run over them when they are collapsed without interfering with their action or damaging them in any way.

Naturally the box seems to have other fields than the postal service. It is claimed by its patentees that bakeries, laundries and others requiring shipping cases that must collapse readily will find this box particularly suited to their needs.

The inventors are negotiating with the postal authorities at Washington with an idea to the installation of their box on mail cars. Railway mail clerks without number have examined the case and endorse it. They claim with these boxes in the cars, the postal service can meet the express company on even ground in the shipment of fragile parcels, a department where it always has been woefully weak.

MOTORING BAD FOR DOGS

Swiftly Moving Cars Cause Heart Disease in Canines

The attention of the veterinary surgeons and dog breeders has recently been directed to riding in motors as the cause of hitherto unexplained cases of heart disease in valuable dogs. It has been noted that certain breeds of dogs are more susceptible to the ill effects than others. Spaniels are perhaps of all breeds, the most inclined to heart disease and, therefore, the most liable to suffer ill effects from riding in motor cars.

The swift moving car with its sudden starts and stops, its sharp turns and the flying panorama of people and things passing in rapid succession causes in dogs an unnatural excitement. They sniff the air and watch with intense interest the people dodging out of the way ahead. This excitement is partly caused by the dog's instinct to save human life, for at every turn he perceives a chance for a rescue, but primarily this inclination is doubtless a direct result of the action on the heart caused by the strain on the optic nerves and brain.

It is well known that all animals are uneasy and restless in being transported by mechanical means. The faster the transportation, and the more open the view has been, the worse are the results. But the dog being one of the animals to which is attributed almost "human intelligence," naturally is more strongly affected than the duller animals.

The pet dogs which show great delight when starting for a motor ride with their masters and prance into the car in excited glee are under the same unnatural stimulation as the drinker after imbibing several whiskies. The dog grows to like the excitement just as the drinker, and after long indulgence becomes thoroughly unhappy and miserable if left at home when the family takes the evening spin. But in spite of the dogs' fondness for motoring there seems little doubt that too much of it will actually shorten their lives. In this connection it is a seriously debated question as to whether human beings are not slightly affected in the same way when motors are driven at high speeds and whether a large percentage of our too common heart disease is not really "motoritis."—New York Telegraph.

INVENTS DOUBLE ACTING PUMP

Does Twice the Work of Others Used in Deep Wells

Patents upon a double acting deep well pump, capable of pumping over twice the water pumped by the ordinary type in a given time, have been secured by a Louisville distiller, who is planning to manufacture and market his invention on a large scale.

A practical test covering a period of one year has been given the device, the principle of which is to utilize the down thrust of the pump piston as well as the up thrust, thus obtaining a continuous flow of water.

According to the inventor it is possible, with the old type to obtain from a six inch well 25,500 gallons in ten hours. With the new pump 65,000 gallons can be pumped in that length of time, he said. The cost to concerns using large quantities of water may thus be reduced by half.

SPEEDIEST WATER CRAFT SHOOTS ALONG THE RIVER

Unsinkable Life Raft That Draws But One Inch in Action—Air-Driven Boat

A glider is something new in boats of the hydroplane variety. Imagine driving a high powered automobile over the surface of the water at 50 miles an hour and you have a fair idea of what riding in a glider is like. You are not flying, but you are doing something much more fascinating than motoring—and quite as safe.

The Yolanda II., the first glider ever built in America, made its trial trip down the Hudson the other morning and covered the twenty-two miles from Nyack to West Ninety-first street in a few seconds more than half an hour and it ran so smoothly that the eight passengers sat round in easy chairs inside the big limousine body, as comfortable as if they had been riding in a private car over the best laid roadbed in the United States.

Nothing could be more simple in construction. Take an unsinkable life raft, made of six cork filled pontoons, fit it with a front rudder geared to an ordinary automobile steering wheel and at the stern mount two big retractors, like those used on the new battle planes of the Allies, and you have a machine that skims over the surface of the water at almost any speed.

When not in motion the Yolanda II. draws five inches of water, but as soon as the motors are running she glides over the surface with an inch or less of draught, just like a quail thrown along ice. As the Yolanda II. came down the river, passing fast motor boats as if they had been standing still, the idea of propelling a boat by a tiny screw under water seemed absurd.

The air driven boat it is predicted will revolutionize river navigation. No matter how shallow, every stretch of calm water is, it is a potential highway open for the most rapid kind of transit. Every river is a road—a road that will never wear and will never need repair.

The Yolanda II. is the idea of a wealthy Colombian, Senor Gonzalo Mejia, who, some years ago, determined to supply a quick river service down the Magdalena River, between Bogota and the coast, about 600 miles. He came to the United States, but the ship builders he saw told him his demand for a boat making 30 knots an hour and drawing only a few inches of water was impracticable.

One day he saw a dispatch saying that in a test of a hydroaeroplane in France the machine had skimmed along the surface of the water at high speed several hundred yards before rising in the air. He at once wrote to Louis Bleriot, the French aviator, and asked him if the boat could be built on the idea of aeroplane propulsion, but to glide on the water. Bleriot said, he thought it could and Mejia took the next steamship for Paris.

Bleriot built a boat to meet Mr. Mejia's specifications, and although it made forty six miles an hour it was not commercially practical. It was a one passenger affair and too light to bear packing and transportation to Columbia. He had another built on stronger lines which he took with him to South America and tested on the Magdalena. But the French constructors had insisted upon submerged screws in addition to the air propellers and the boat drew too much water and was too small for his purpose.

Hearing that the Comte de Lambert who had seen his Bleriot speed boat was making experiments with a pontoon glider and had formed a company to manufacture the "bateaux glisseurs de Lambert," Mr. Mejia went back to Paris to see the new boat and get a model for his use in Columbia, but the war broke out and the motors ordered were taken by the French government.

Mr. Mejia then came to New York and met Dr. Lachapelle, a boat builder and engineer of Nyack, who designed and built the Yolanda II.

On board besides the owner and designer were Don Julie Betancourt, the Colombian minister; his secretary, L. Montejó, and F. Escobar, ex-consul general of Columbia and two engineers.

Within a few days the boat will be shipped to Columbia and used to carry the mails and government officials from the capital to the coast. It will make the trip easily in two days instead of eleven days that the rear paddle wheel boats now take.

NATURE'S WARNING

Everyone Must Recognize and Heed It.

Kidney ills come—mysteriously. But nature generally warns you. Notice the kidney secretions. See if the color is unnatural. If there are settlements and sediment. Passages frequent, scanty, painful. It's time to fear serious kidney trouble.

It's time to use Doan's Kidney Pills. Doan's have done great work in such cases.

Here's proof of their worth: Theodore G. Inman, Fifth and Elm Sts., Piquetteburg, Ohio, says: "I was annoyed by a dull, throbbing ache across my kidneys. I also had pains across my loins. After I used Doan's Kidney Pills, I improved and before long all symptoms of the complaint disappeared."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Inman had. Foster-Milburn Co., Props., Buffalo, N. Y.